

from time to time continue to project the viewpoint of his Government in this country. As a free, open society, we should take it in our stride and see as to whether there is anything valid said in that statement. We believe that the case that he has tried to put to justify the establishment of the Diego Garcia base is untenable, and we should leave it at that.

SHRI BHOGENDRA JHA: Changing the name of the Indian Ocean?

SHRI SWARN SINGH: I do not think we should take that seriously. Who is he to change the name of the Indian Ocean? This is a fact of geography, and it is not a gift of the US or of any ambassador of US.

MR. SPEAKER: I have to inform the House that the Minister of Agriculture will make a statement in this House regarding removal of restrictions on the moment of coarse grains etc. at 4.30 P.M. today.

We now adjourn for lunch to reassemble at 2.30 P.M.

13.27 hrs.

The Lok Sabha adjourned for Lunch till thirty minutes past Fourteen of the Clock.

The Lok Sabha reassembled after Lunch at Thirty-four Minutes past Fourteen of the Clock.

[Mr. DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET, 1974-75—
 GENERAL DISCUSSION—contd.

SHRI P. G. MAVALANKAR (Ahmedabad): Mr. Deputy-Speaker, Sir, it is true that the railway fares in our country, even after the latest increase announced by the Minister, are still comparatively lower than the fares existing in other countries. But comparisons with other countries would not be valid because in many other countries although the fares are high, the facilities and amenities provided to passengers are also many more, whereas what we find in this country is that every year the hon. Minister goes on increasing fares and decreasing amenities. We find that the bulk

of the passengers are third-class passengers and it is they who give a large part of the revenue to the Government but they are not receiving their legitimate dues in terms of adequate increase in amenities. The catering is poor; eatables are not good, retiring rooms are not adequate and water facilities are not so good. Reading material available on the platforms is also not adequate. And, what is more often the genuine and honest passengers are harassed because they are not given the right of reservation of seats or berths. A lot of bungling is there in respect of this matter. The platform tickets had been raised to fifty paise. Apart from this being prohibitive, it creates an anomaly in the sense that it is more than the lowest fare. How can that be? I hope the Minister will explain this. Now, Sir, as I was saying yesterday, our Railways have to be looked at from the point of view of a national public utility. What we see today is that too much of politics is corroding our Railways. Recent agitations and strikes and gheraos all over the country are of such an extensive nature that they are holding the entire country to ransom. It is so because many times the workers in the railways and other departments also find that unless they coerce the Government to the last point, the Government do not start listening to their just demands. Whether it is students or teachers or doctors or engineers or any other persons or group of persons, Government begin negotiations only when they are coerced this way. Let the railways be free from party feuds. Sometimes even ministerial angularities and quarrels are responsible for a lot of agitations. Let there be only one union in the Railways, and this should be democratically decided by having a secret ballot. Why are Government adopting roundabout methods in this matter? If they really believe in democratic functioning let there be a secret ballot to decide which union has majority support and then that union should be recognised.

The railwaymen must get bonus. It has been their just and long-standing demand. The problem of casual labour should also be settled forthwith; they are treated

[Shri P. G. Mavalankar]

as casual labour for 10, 15 or 20 years until they retire....(Interruptions). It should not be so; they should be confirmed.

Sometime ago we discussed the question of unmanned gates and how they resulted in series of accidents. My friend Mr. Madhu Limaye had raised that discussion. I hope the hon. Minister will look into this problem as well.

The call themselves a socialist Government, but the retired railway employees are not even getting a minimum pension of Rs. 40. Some of these retired railway employees are above 80 or 85 and they are not going to live long. The hon. Minister should look into the problem of pension of the retired railway employees with sympathy and urgency. Now, Mr. Deputy Speaker, Sir, instead of trying to increase efficiency of the Railways the hon. Minister is increasing fares. We do not want increase in fares; we want increase in efficiency. I dare say if increase in fare is accompanied by increase in efficiency and passenger amenities people will to some extent tolerate the increase. But efficiency is going down. Moreover, the Government should give spurt to modernisation. Then again, if Government cannot scrap the Railway Board altogether, at least let it be radically reoriented. Let the bureaucratisation which has been entrenched in the Railway Board be removed and let the hard-headed officialdom be eliminated as far as possible.

Sir, there is a great need for economy in the railway. When the Minister is thinking in terms of increasing the fares, why should he not think of finding ways and means to avoid wasteful expenditure which is there in the railways?

I shall not talk of the punctuality of trains, because it has been referred to earlier by some other hon. Members. I only want to say that we have to follow the example of countries like Switzerland, Japan and United Kingdom where for example, if they say the time of the

train is 4.27, it will leave exactly at that time and not one second earlier or later. Let us try to ensure that the trains arrive and depart punctually.

Coming to corruption, the least said the better. Yet, something has to be said. Corruption in the Railways is increasing by leaps and bounds, and the only way of eradicating corruption is to start eradicating it from the top, from the very top, because corruption is pervading all round and is percolating from the top to the bottom. So, unless the top is cleaned, there is no chance of eradicating corruption from the railways.

Then I come to the question of production of wagons. I do not know whether the Government have planned realistically the requirement of wagons for the period of the Fifth Five Year Plan. The documents and publications available with us do not give any clear idea as to what precisely is the production target of wagons and whether it is in tune with the demand, the increasing demand, of industrialisation, goods movement etc.

The movement of coal is in a very bad state of affairs. The Ministry of Steel and Mines and the Ministry of Railways have been coordinating their activities in this regard for quite some time but nothing seems to happen. Only this week we had news that coal is not being lifted from the pitheads in Madhya Pradesh. If coal is not lifted in time, various units in Maharashtra, Rajasthan and Gujarat would be very badly hit. The textile industry of Ahmedabad would be affected, the power house at Sabarmati near Ahmedabad would be affected, there would be no power in the whole area, thousands of workers would be laid off and there would be all round suffering. All these can be avoided only if coal is lifted quickly and moved on to the various places in time.

Coming to railway accidents, if a person travels by air and he meets with an accident, his family will get Rs. 1 lakh. But if the same person travels by train and meets with an accident, his dependents will get only Rs. 50,000. I am not able to

undersand this discrimination.

Then I come to the question of construction of new railway lines. I would request the Minister to take up the construction of the Bhavnagar-Tarapore railway line in Gujarat. There should also be a line from Nandlad to Modasa in Sabarkantha district. Also, the narrow gauge line from Baroda to Chhota Udaipur should be converted into broad gauge.

The Railway staff training college facilities require to be looked into in greater detail. They should be given more facilities so that they can look into the research side.

The porters must be provided proper sheds. Government must also look after their health. Their rates should be increased because of the increased cost of living.

Safety, security, efficiency and comfort of railway travel must increase. If the Minister goes on increasing the fares without increasing all these facilities, I am afraid he will be in for greater trouble.

Though it is customary for Members of Parliament to refer to matters and problems relating to their constituencies, I shall not do that, because I do not want to take the time of the House. I would only suggest that the Railway Ministry should look into the question of providing pure drinking water to the railway colony in Sabarmati, because at present the railway employees are not getting pure drinking water in that colony. Educational facilities for the children are also lacking there.

Finally, I would repeat the demand for a direct train from Ahmedabad to Kanpur, Lucknow and Varanasi for the convenience of such people of Ahmedabad who have their native places in Madhya Pradesh, Bihar, UP and Punjab and who want to travel back and forth to their home towns. Let the Minister go into this question and see to it that this direct train is started as early as possible.

श्री इ० एन० तिवारी (गोपालगंज) :
उपाध्यक्ष महोदय, सब से पहले तो मैं रेल मंत्री जी को बधाई देना चाहता हूँ कि उन्होंने अपने बजट भाषण में कुछ बहुत से गुड सेंटिमेंट्स की बातें कही हैं। यदि उन पर अमल किया जाय तो काम अच्छा हो सकता है। पहली बात उन्होंने रेलवे लाइन बनाने का क्राइटीरिया बदल दिया है। यह बड़ी अच्छी बात है कि पिछड़े हुए इलाकों को आप नई रेलवे लाइनें देंगे। दूसरी बात उन्होंने कही कि अब भविष्य में एम्प्लॉईज के साथ फ्रमली डील करेंगे। यह भी अच्छी बात है। लेकिन यदि यह पहले से ही होता तो जितनी ट्रबल लोगों को हुई और रेलवे को नुकसान हुआ वह न होता। लेकिन देर आयद दुरुस्त आयद। तीसरी बात उन्होंने कही :

“It has been my endeavour that the Railways should present the image worthy of its being a premier public sector undertaking in the country.”

यह बड़ी अच्छी बात है। इसी कसौटी पर रेलवे के परफारमेंस को हम को देखना है। जो योजना चल रही है उस में रेलवे ने 1,430 करोड़ ६० व्यय किया। इस से युजर्स को क्या मिला ? जो लोग भार वहन करते हैं उनको क्या मिला ? हम तो वहीं हैं जहां तीसरी योजना के अन्त में थे।

265 मिलियन टन रेलवे को सामान ढोना था, उसको स्केल डाउन कर के 240 मिलियन टन किया गया और वह भी नहीं हो सका और अन्त में 1970-71 में 192 मिलियन टन ढोया गया। जो तीसरी योजना के अंतिम चरण से भी नीचे है। पांचवें साल में क्या होगा, मुझे नहीं मालुम। लेकिन कोई सुधार नहीं हुआ। इतना रुपया जनता ने दिया उसका क्या हुआ ? क्या वह ड्रेन में चला गया, बेकार गया ?

[श्री श्री० एन० तिवारी]

इस हाउस में जब भी डिस्कशन आता है तो एमप्लाइज़, रेलवे मनेजमेंट और रेलवे मिनिस्टर तक ही सीमित रहता है। यूजर्स को क्या मिलता है इसकी किसी को चिन्ता नहीं है। चालु पंचवर्षीय योजना में और अगली योजना में क्या होने वाला है, और क्या उनको फ़ायदा होगा, यह हम को मालूम होना चाहिए। सब से पहले पब्लिक को इंटरिस्ट सेफ़र्गाई होना चाहिए जो पैसा देता है रेल चलाने के लिये। यह रेलवे मनेजमेंट; एमप्लाइज़ और आफ़िसर्स के लिये तो है नहीं। वे तो निमित्त मात्र हैं जिससे रेलें ठीक से चल सकें। लेकिन अगर यूजर्स को तकलीफ़ बढ़ती गई तो रेलवे चलाने से क्या फ़ायदा, और क्यों वह पैसा दें ? आज उन्होंने क्या पाया है ? इर्रेगुलर रनिंग आफ़ ट्रेन, अनटाइमली रनिंग आफ़ ट्रेन इतना अधिक हो गया कि आदमी को पता नहीं रहता कि कब ट्रेन आयेगी और कब नहीं। और इस साल एक अजीब बात हुई। और वह यह कि हर साल पंचुएलिटी का चार्ट दिया जाता था लेकिन इस साल नहीं दिया गया। क्यों नहीं दिया गया, यह मेरी समझ में नहीं आया। उसमें हम मुकाबला करने थे कि क्या परफ़ार्मेंस रेलवे का रहा। लेकिन वह हटा दिया गया। रेलवे बोर्ड की बुद्धि में क्यों ऐसी बात आयी, हमारी समझ में नहीं आता।

दूसरी बात जो यूजर्स को मिली वह यह कि लार्ज नम्बर आफ़ कौंसिलेशन आफ़ ट्रेन्स। और यह इसलिये किया गया कि कोयला नहीं है। कोयला सरकारी, वैगन्स रेलवे के, और कहा जाता है कि कोयले का प्रोडक्शन बढ़ गया है लेकिन फिर भी जो संस्था अपने कंजम्पशन के लिये कोयला नहीं ला सकती है वह दूसरों के सुविधा क्या देखगी। मैं ने 1973 के सप्लीमेंटरी बजट में कहा था कि रेलवे बोर्ड में एक थिंकिंग सैल होनी चाहिए। मिनिस्टर साहब ने उसको रिजेंट किया था।

मैं रेलवे बोर्ड को हटाने की बात नहीं करता हूँ, आप उसका कुछ भी नाम रखें, लेकिन एक थिंकिंग सैल तो उसमें होनी ही चाहिए, ऐडवांस प्लानिंग तो होनी चाहिए। आप ने क्यों नहीं प्लान किया कि कोयला पहले से रखें जिससे ट्रेन्स को कौंसिल न करना पड़े ? ऐसी थिंकिंग न होने से ही यह दशा आयी। सब से हार्ड हिट हुए वह लोग जो ब्रांच लाइन में हैं। वहां की प्रायः सब ट्रेनें कौंसिल हो गईं। मेरी कांस्टिट्यून्सी में छपरा—मशक लाइन है। वहां ट्रेन नहीं गईं। वहां एक महीने से डाक नहीं गई क्योंकि उसका कोई साधन नहीं था। उसका भी प्रबन्ध नहीं किया गया। किसी दूसरी सवारी से हर पोस्ट आफ़िस में चिट्ठियां भेजी जानी चाहिये थीं। लोगों के लिये ट्रेन नहीं, चिट्ठियां नहीं मिलीं, उनको कोई अखबार नहीं मिलते थे न किसी को कोई खबर मिलती थी। कंज्यूमर्स के लिये चौथी पंच-वर्षीय योजना में 1430 करोड़ रुपया खर्च करके यही दिया गया।

आज कोयले के लिये रेलवे वैगन्स की क्या स्थिति है ? कल हमारे डिप्टी लीडर श्री शर्मा ने एक बड़ी गलत बात कही। उन्होंने कहा कि कोयला वैगनों में लदता नहीं है हालांकि वैगन आते हैं। कारण यह है कि साइडिंग नहीं हैं। इसके लिये प्रोटेस्ट भी की गई कि ऐसी बात नहीं है। हर कोलिअरी पर साइडिंग है। होता यह है कि पांच-छः दिन का इंडेंट एक साथ भेज दिया जाता है। अब एक दिन में छः दिन के लिये तो कोयला लद नहीं सकता। इस लिये वैगनों को वास आना पड़ता है। कहा जाता है कि वैगन गये और लौट आये। आपके मनेजमेंट को क्या तकलीफ़ है कि जिस दिन का इंडेंट हो उस दिन वैगन न जाये और एक दिन में ही छः दिन का कोयला लादने की कोशिश की जाये ? कोई भी कोलिअरी ओनर इतना कोयला एक दिन में लोड नहीं कर सकता। आप उसको अगर कई दिन का इंडेंट एक साथ देंगे तो वाँट

लगेगा, डिमरेज लगेगा। इस लिये कई ऐसा प्रबन्ध होना चाहिये, जिस में ऐसी बातें न हो सकें।

एक बात मैं केटरिंग के सम्बन्ध में कहना चाहता हूँ। जो खाने पीने की चीजें हैं उनके दाम तो बढ़ाये गये, लेकिन भ्रवेलेबिलिटी कम होती गई। क्वाण्टिटी और क्वालिटी दोनों में ही कमी होती गई। रेलवे मिनिस्टर साहब ने अपने भाषण में कहा था केटरिंग के सम्बन्ध में :

“Railways have been directed to call for applications in the case of all catering and vending contracts in which the contractors have completed two terms, that is, six years for all station vending and refreshment room contracts and ten years for restaurant and dining car contracts. This is aimed at the discouragement of growth of vested interests under the old procedure. This arrangement would also enable us to locate parties with greater capability and enthusiasm for rendering more satisfactory service to the travelling public.”

स्टेशनों पर दो तरह की चीजें होती हैं। बुक स्टाल्स और केटरिंग अरेंजमेंट। बुक स्टाल्स के सम्बन्ध में मंत्री महोदय ने यह डाइरेक्शन दिया कि नये लोगों को वहाँ पर किताबें बेचने की इजाजत दी जाये जहाँ नये स्टेशन खुलें। जो पुराने लोग पड़े हुए हैं उनको अपनी जगह काम करते रहने दिया जाये। उनको टच न किया जाये। वह बड़े बड़े लोग हैं जैसे व्हीलर्स इत्यादि। जो कुछ उन्होंने पहले कहा था उसको प्रैक्टिस में नहीं लाये। मैं उनकी स्पीच को कोट करता हूँ।

रेल मंत्री (श्री एल० एन० मिश्र) :
आप पार साल की स्पीच को भी देखिए।

श्री डी० एन० त्रिबारी : हम तो लेटेस्ट को देखते हैं। यह कहा गया था कि पुराना; क हटायेंगे।

श्री एल० एन० मिश्र : मैं ठीक कह रहा हूँ। यहाँ पर एक मिसग्रन्डरस्टैंडिंग को दूर करना होगा। पहले कहा था कि जो एग्जिस्टिंग हैं उनको भी हटायेंगे, लेकिन जब रिस्पांस कम हुआ तब यह तय किया गया कि जब पहले वाले हटेंगे तो उनकी जगह एजुकेटेड अनएम्प्लायड को रखा जायेगा।

श्री हुकम चन्द्र कछवाय (मुरेना) :
यह दोनों लड़ रहे हैं और सदन में गणपूर्ति नहीं है।

MR. DEPUTY SPEAKER: The bell is being rung. Now there is quorum. He may continue.

श्री डी० एन० त्रिबारी : मैं कह रहा था कि जो पुराने लोग किताबों के दुकानदार हैं उन लोगों ने सब ऐसी जगहों पर दखल कर रखा है जहाँ पर किताबें बिक सकती हैं, जिससे मुनाफा कमा कर एक आदमी जीविका कमा सकता है, नये नये जो छोटे स्टेशन खुलते हैं उन पर किताबें बिकने की गुंजाइश नहीं है क्योंकि वहाँ पर लोगों की पढ़ने की आदत नहीं है। जहाँ पहले से किताबें बिकती रही हैं उनको रिप्लेस करने की कोशिश कीजिये। आप ऐसा नियम भी बनायें कि एक आदमी एक से ज्यादा दुकान नहीं रखेगा और वह भी एक स्टेशन पर केटरिंग के सम्बन्ध में आपने जो जो नियम बनाया है, मैं समझता हूँ कि वह गलत है। होना तो यह चाहिये था कि जो अच्छा काम करने वाले हैं, जो अच्छी सर्विस रेडर करते हैं, जिनकी कोई कम्प्लेंट नहीं है उनके लाइसेंस को रिन्यू कर दिया जाये। जो डिफाल्टर्स हैं, जो अन-डिजायरेबल हैं उनको हटा दिया जाये। ग्रन्धेर नगरी चौपट राजा, टके सेर भाजी, टके सेर खाजा वाली बात की जायेगी तो कैसे काम चलेगा? आप कहते हैं कि एक्सपर्टाइज होनी चाहिये। लेकिन जब कोई काम करेगा तो वह एक्सपर्ट हो जायेगा। जो लोग एक्सपर्ट होते हैं उनको आप हटा देंगे और नये आदमियों को लाते हैं, यह अच्छा नहीं है। मैं किसी का नाम

[श्री डॉ० एन० तिवारी]

सजेस्ट नहीं करता, किससे क्या काम लिया जाये यह देखना आपका काम है, लेकिन जिन्होंने अच्छी सविस् दी है उनको रखिये, जिन्होंने खराब सविस् दी है उनको न रखिये ।

अमेनिटीज के बारे में जिक्क किया गया कि 2.4 करोड़ से बढ़ा कर 4 करोड़ कर दिया गया है । 1951-52 में 2.4 करोड़ था । 1951-52 से आज तक का हिसाब लगाइये तो पैसेंजर टूने तिगुने हो गये, स्टेशन अधिक हो गये, ट्रेन्स अधिक हो गईं, महंगाई भी तिगुनी चौगुनी हो गई है । इस समय आपके 4 करोड़ से क्या होगा । आज पैसेंजर्स कितने चलते हैं, कितने स्टेशन खुल गये, कितनी ट्रेनें चलती हैं इसका हिसाब लगायेंगे तो 4 करोड़ रु० ऊंट के मुंह में जीरा के बराबर होगा ।

आपने टिकट के दाम बढ़ा दिये हैं । जब सब चीजों के दाम बढ़ते जाते हैं, महंगाई बढ़ती जाती है, इन्फ्लेशन है, लोगों की मजदूरी बढ़ती जाती है, तो रेलवे फ्रेअर्स और फंट में वृद्धि जरूर होनी चाहिये, लेकिन वृद्धि उन्हीं की होनी चाहिये जिनसे आप आसानी से उसको वसूल कर सकें । आज तक नियम यह था कि 1 से 25 किलोमीटर तक कोई फेयर नहीं बढ़ता था । आपने पहले भी फेयर बढ़ाया है लेकिन आपने इस दूरी को छोड़ दिया था । इस साल आपने इस को भी नहीं छोड़ा । ऐसा कहा जाता है कि शार्ट डिस्टेंडस ट्रेन पर चलना कम हो इसलिये ऐसा किया गया : लेकिन आपने उनके लिये कोई दूसरा अल्टरनेटिव नहीं दिया है । आज उनके लिये पर्याप्त बसें नहीं हैं, सड़कें नहीं हैं । जब तक आप उन्हें ठीक से सुविधायें नहीं देंगे ताकि वह सफर कर सकें, तब तक ये लोग रेल पर चलने को बाध्य होंगे । पार साल, और उससे पहले भी, किराये बढ़ाये गये हैं, लेकिन शार्ट डिस्टेंस, दो तीन स्टेशन तक, यात्रा करने वालों को टच नहीं किया गया था । मन्त्री महोदय अब

इस सैक्शन को क्यों टच करने लग गये हैं ? वह उन लोगों को इस वृद्धि से माफ कर दें, जैसे कि वह पहले करते आये हैं ।

15 hrs.

जहां तक चैन पुर्लिंग का सम्बन्ध है, प्रश्न यह है कि वह क्यों होता है । हमारे यहां जो स्टेशन हैं, वे सात अथ मील की दूरी पर हैं और लोग उनके बीच में हाल्ट चाहते हैं । हम लोग रेलवे बोर्ड को लिखते लिखते हार जाते हैं, लेकिन हाल्ट नहीं बनाए जाते । इसलिए लोग अपनी नेसिसिटी की वजह से चैन खींच लेते हैं । उससे ज्यादा समय का लास होता है । अगर रेलवे बोर्ड ने उचित स्थानों पर हाल्ट बना दिये होते, तो मैं समझता हूं कि चैन पुर्लिंग बहुत कम हो गया होता ।

रेलवे मिनिस्टर साहब एन० ई० रेलवे के पहलेजाघाट रेलवे स्टेशन पर गये थे, जहां लोगों ने उनका स्वागत किया । वहां के लोगों की मांग है कि सोनपुर में डी० एस० का आफ्रिस बनाया जाना चाहिए, क्योंकि समस्तीफेर डिवीजन इतने विस्तृत क्षेत्र के कार्यभार को वहन नहीं कर सकता । हम लोगों ने भी देखा है, और कई मतंबा इस हाउस में कहा भी है, कि दूसरा डी० एस० आफ्रिस न होने की वजह से ट्रेनें ठीक से नहीं चलती हैं, मालूम नहीं होता कि ट्रेन आयेगी या नहीं, क्योंकि कह दिया जाता है कि कण्ट्रोल आउट आफ्रार्डर है । जब कण्ट्रोल न होने से गाड़ियां ठीक से नहीं चलती हैं, तो फिर उपाय क्या है ? ऐसा भी नहीं है कि सोनपुर में डी० एस० आफ्रिस बनाने का सुझाव कोई नई बात है । पहले जब डी० एस० सिस्टम नहीं था, तो वहां डी० टी० एस० आफ्रिस था । वहां मकान वगैरह सब पैराफर्नेलिया है । समस्तीपुर और बनारस आदि से वहां क्लर्क और अन्य स्टाफ लाया जा सकता है । मैंने सुना है कि मन्त्री महोदय ने लोगों को कुछ आश्वासन दिया है । अगर दिया है, तो हमारे

कहने से न सही, अपने मन से ही वह वहां डी० एस० प्रॉक्सि दे ।

लाइनों के कनवर्शन के सम्बन्ध में मन्त्री महोदय मुबपन्नरपुर-नरकटियागंज रेलवे लाइन के कनवर्शन पर भी विचार करें, क्योंकि वह बड़ी चालू लाइन है। वहां पत्थर ढोये जाते हैं। और वह बड़ी इम्पॉर्टेंट लाइन है।

SHRIMATI ROZA DESHPANDE (Bombay Central): Every year the railway budget is presented and the people in this country sit with their fingers crossed on the previous day, the *Katal ki raat*, as it is said, about how they would be attacked. This year too, the Railway Ministry has stood up to its reputation of attacking the people with the rise in fares.

The railways are the biggest public sector which comprises an investment of something like Rs. 3727 crores. We can examine the performance of the railways from three points of view, firstly, how such a big capital investment, is realised, secondly how it is utilised to help the national economy and thirdly, the most important and vital element, namely, how the workers are being treated.

For the first part, I would say that in the Railway Budget, everywhere it is said that we are losing, that we are in losses. What is it due to? Famine? Strikes? Less freight charges? What is it due to? The only one who has to suffer under this plea that either we are incurring losses or we must have more revenue is the people who have to bear the burden of this policy.

What about the freight charges? So many members in this House have attacked the policy of freight structure of the Railway Board. It was the British who had laid down this policy of having very low rates of freight charges for the convenience of big business to protect them and save them with this cost of transport. This policy of the British and of the capitalist system is still being continued by the Railway Board in this coun-

try. It is still being continued by giving concessions to big business, to big monopoly houses in the country.

It is unfortunate and a matter for sorrow that the politicians and economists of the country are following and continuing this policy very viciously. It is said that if the freight charges are increased, there would be a rise in prices. I do not think any member in this House would support this. At present, prices have reached the maximum and there is no relation between these prices and the cost of production. Black market is going on and is increasing enormously. There is no relation whatsoever of these freight charges, whether they are low or high, to the price structure in the country.

There are certain commodities mentioned in the report. It seems there are something like 75 commodities, including kerosene oil, tea, pig iron and many others in which bamboos are also included. It is said that these commodities are charged less freight, at the cost of loss of revenue to Railways because they come under 'social overheads' and it is a social necessity that they should be charged less. It is said in the report that the originating tonnage which does not pay at all for the entire movement on the different gauges account for about 60 per cent of the total revenue earning tonnage originated. What are these commodities? For instance, bamboos. They are used to produce paper. One of the biggest monopoly houses is having a paper mill. Are they of any social use? The only social use, I think, the common man, the working class and the peasant middle class have of bamboos is that they carry their flags on them and protect themselves from the police when they are attacked. There is no social use of this bamboo. But still it is charged less. Bamboos are used to produce nylon, and they are charged less; why? Because it is of social use! I do not think any hon. Member in this House would agree to this. Then, who is suffering? We the people, who are the sufferers. Passengers are charged more fares, and it is said,

[Shrimati Rōza Deshpande]

freight charges are less, because the foodgrains are carried in the wagons. But it is not as if the common man or the peasant carries his sack of foodgrains in the goods train. It is the wholesaler and the blackmarketer who make use of these wagons to carry foodgrains, and this is after paying them less freight charges! I do not think that at present the conditions in this country are such that prices will go down on this account. There is no reason whatsoever connected with this.

Take even the Food Corporation. The Food Corporation is also a party to the blackmarketing and high prices. Everytime it is showing losses to the exchequer so that the people should feel that the Government is doing a very great thing by supplying them food at a cheaper rate. And what kind of food? It is the kind of food which the people resent to eat, which children cannot eat and touch. That sort of food is being supplied by the Food Corporation. In order to hide all this, it is said that the railways are charging less for the students, giving them concession and all that. This is a very, very minor factor in the whole set-up of the budget which is being presented and which amounts to crores of rupees.

The second point is this. It is the way in which the public are served; how the public are served by the railways. I need not explain to the Minister because sometime back I heard that he had travelled in the Bombay local trains. But if he had gone there without the paraphernalia of a Minister and gone secretly, he would not have got down where he wanted to get down. If he had started at VT and wanted to get down at Dadar, he would have probably reached Kalyan, because the trains are so crowded that no man can travel even standing. I may tell you that there are thousands and thousands of women travelling in these trains; women carrying babes in arms. Sometimes there is such a stampede inside, that the local trains are insufficient. Sometime back the women passengers in Bombay made a request that two more

carriages should be attached to the local trains specially for women, but no railway authorities could pay any heed to our plea and nothing was done.

What about the food that we are served on the railways? I do not know whether our Minister has ever tasted the food that we are supplied on the railways. If he goes along on these lines for one month, I am sure he will start suffering from ulcers. This is the kind of food that we are served on the railways.

Sometimes for hours together in the night there are no lights at all in the carriages. You go on pulling the chain and the guard will start shouting, giving explanations. Ultimately you will have to keep quiet and until you reach Bombay there would not be any light inside. Let us not compare ourselves with foreign countries, saying that we are so efficient and our railways are running in such conditions that we should be proud of it. Of course, we should try to develop, but let us not say that we can be compared to Canada, Italy and France. See the way we are being served. Some time back it was admitted even by Mr. Jagjiven Ram that the railways were losing their freight trade and the road transport had increased its trade. Why is it? I say that the Railway Board in collusion with the road transport truck owners and oil monopolists they have deliberately worked out railway freight to give road transport an edge over Railways. Trucks are produced in the private sector by the big houses and truck orders are pending. The road transport is increasing because of the railways' beautiful performance in delivering goods from one place to another. It takes months together to send some small thing from Nagpur to Bombay or from Calcutta to Delhi. That is one of the reasons why road transport is prospering. It is to support this road transport business that the Railway Board is rather sabotaging the railway transport.

How are the workers being treated? The Minister has accused the workers and said that they were resorting to strikes and other and go-slow methods. What

are the workers to do? Nowhere has the Railway Minister said whether the workers' demands are genuine or not. When the two federations existing in the railway sector were not functioning, the categorywise unions started functioning and they met the representatives of the Ministry. If the Minister had taken note of their complaints there would not have been any go-slow or strike. We, the workers, are not in favour of strike for strike-sake. We know what the strike means. We suffer the most during the strikes. Some Members on the other benches said that we were not patriotic and we did not care. We do care. It is not the Railway Board which runs the railways; it is the workers who run the railways and they are the people who are going to take care of the railways; it is not the Railway Board. Therefore, I request the hon. Minister not to criticise the workers and he should not say that they are hitting the railways. We do not hit the railways. We do not wish to hit. But when there is no way out what are we to do? Are we to go on praying before the Railway Ministry? Or sing Ramdhun? There is a big business house in this country which goes on building temples. And as you know, there are Birla temples, this and that temples. The monopoly houses are building temples out of their super-profits and give the worker a place to go and pray before God saying; please give me a better birth in my next birth. The big houses try to bribe God also by building temples so that he would not send them to hell. Are we expected to go and pray in these places, if not to go on strike? It is our right to go on strike, if the grievances are not met. The Minister said that there were 700 category-wise unions. If there are 700 unions in the name of democracy you must talk to them and that is the only way out of the crisis. We are not currying favour and they have already given notice about their future course of action, if the Ministry of Railways and the Railway Board are not going to take note of the grievances of the workers. If the demands are not discussed and negotiated, there will be a

strike by the railway workers. No worker and no union would like to go on strike. But if they have no way out, they will have to unite to continue the struggle and go on strike, if necessary. I would like to inform the hon. Minister that if he meets the demands of the workers, it is the workers who will come and stand by him. I would say that the Railway Board should be thrown out because there is no necessity of continuing this Railway Board. The railway workers are willing and ready to run the railways. I give this assurance on their behalf that we will give you a better performance than the Railway Board.

श्री नरदा सिंह (पदरीना) : उपाध्यक्ष महोदय, मैं आपके प्रति बहुत धन्यवाद प्रकट करता हूँ, आपने एक वर्ष पहले भी इसी तरह स बोलने के लिये मुझे आमंत्रित किया था और उस समय गण्डक पुल के लिये मैंने रेल मंत्री जी स प्रार्थना की थी। मेरी यह प्रार्थना स्वीकार की गई और गण्डक पुल का पिछना 22 अक्तूबर को प्रधान मंत्री जी के अपने हाथों से मिलान्यास किया। श्री ललित नारायण मिश्र जी ने यह इतना बड़ा काम किया है जिसके लिये मैं जीवन भर जितन दिन भा हूँ और मैं ही नहीं उस क्षेत्र के कई करोड़ लोग जो बिहार के विरहृत डिबीजन और यू० पी० के गोरखपुर डिबीजन में रहते हैं, आभारी रहेंगे।

श्रीमन्, यह पुल 50 वर्ष पहले टूटा था। इन पचास वर्षों में मैं यह तो नहीं कह सकता कि ऐसे लोगों के हाथों में शासन रहा, जिनको इस की पूरी पूरी खबर नहीं थी, लेकिन यह हमारा दुर्भाग्य है कि दोनों प्रदेश उस तरफ अपना ध्यान नहीं ले जा सके। ललित नारायण जी जो बिहार के रहने वाले हैं, जब उनसे बिहार की बात कही गई, चम्पारन में गांधी जी ने भारत वर्ष के आन्दोलन का श्रीगणेश किया था और गोरखपुर में चौरा-बोरी का आन्दोलन हुआ था ये दोनों काम ऐसे थे जिनकी वजह स अग्रेजों ने उस पुल

[श्री बंदा सिंह]

को टूटने दिया, क्योंकि इससे चम्पारन और गोरखपुर दोनों भाग भ्रग्न हो जाते थे, उनका ध्यान इसकी ओर गया और उन्होंने बहुत पेशीदियों में न जा कर निर्णय किया कि पुल को पुनः निर्मित किया जाएगा। हमारे इस हाउस के बहुत से सदस्यों ने भी इस काम के लिये अपना आशीर्वाद दिया और जोर लगाया। श्रीमन्, मैं आपका भी बहुत ज्यादा आभारी हूँ और मुक्त कंठ से धन्यवाद देता हूँ—जैसे आज ही आपने मुझे बैठ बैठ बोलने के लिये कहा। मैं बैठा रह सकता था, लेकिन मेरे मन में बहुत उमंग थी कि खड़े होकर आपको धन्यवाद दूँ। आप जानते हैं—मैं बीमार हूँ, छितौनी की रेलवे लाइन टूटने के बाद दूसरे ही दिन मेरे यहां आने पर मुझे लकवा मार गया। डा० के० एल० राव ने भी उस समय यह कहा कि जब तक यह पुल नहीं बनेगा तब तक गण्डक की यह विभीषिका समाप्त नहीं होगी, जो लाखों आदमियों को तंग करती है, प्रतिवर्ष उनको बरबाद कर देती है। मुझे बड़ी खुशी है कि रेलवे अब इस काम को पूरा करने जा रही है। मैं किन शब्दों में इस समय अपनी सन्तुष्टि जाहिर करूँ। यह उन देशभक्तों की यादगार है। हम तो पोलिटिकल सफरर्स को इनाम देते हैं, यह उन करोड़ों देशभक्तों के लिये पुरस्कार है।

लेकिन एक बात मैं मिश्र जी से बड़े आदब के साथ कहना चाहता हूँ। इस पुल के बनाने में किफायतशुमारी या धन की कमी की बात नहीं उठनी चाहिये। आपने बिहार और उत्तर प्रदेश सरकार के जिम्मे कुछ काम सुपुर्द किया है, लेकिन ये दोनों सरकारें मुहताज हैं। मैं आपसे यही निवेदन करना चाहता हूँ कि आप चम्पारन और चौराचौरी की घटनाओं की महत्ता को देखें, जिस के कारण अंग्रेजों ने इसे ब्रह्मवाद होने दिया, उस महत्ता को दृष्टि में रखते हुये दो-चार करोड़ रुपये इस काम के लिये कोई

महत्त्व नहीं रखते। वहाँ पर बांध बनाने के लिये दोनों सरकारों से कहा जा रहा है और हम जानते हैं कि ये दोनों सरकारें इसके लिये कुछ धनकानी कर रही हैं। प्रधान मंत्री जी ने शिलान्यास रखते हुये कहा था कि 4 वर्ष के भीतर यह काम पूरा हो जायेगा, लेकिन मेरी जानकारी है कि काम बहुत ढीला है, कुछ नहीं हो रहा है। इसलिये मैं रेल मंत्री जी से निवेदन करूँगी कि हाथ थोड़ा खुला रखें, इस कार्य के लिये जितने धन की आवश्यकता हो, वह दें। मैं रेलवे बोर्ड से भी कहना चाहता हूँ कि बहुत कागजी झगड़े में न पड़ें। यह हमारे यहां ऐतिहासिक महत्व का पुल है, इसके लिये ऐतिहासिक महत्व को देखते हुये कागजी झगड़े को छोड़कर दो-चार करोड़ ज्यादा खर्च होता है, खर्च होने दें। पंचवर्षीय योजना की शुरुआत का वक्त है, इसलिये इसको बन जाने दें।

श्रीमन्, पिछले वर्ष आपने मुझे इस सम्बन्ध में रेल मंत्री महोदय का ध्यान दिलाने का अवसर दिया था और रेल मंत्री महोदय ने भी कृपापूर्वक उस कार्य को किया। यह वास्तव में बहुत बड़ा कार्य है। आपका महकमा भरबों रुपये का महकमा है, दो-चार करोड़ रुपया आपके महकमे के लिये कोई चीज नहीं है। मुझे ललित तारायण जी से छोटा भाई की तरह प्रेम है। यद्यपि मैं लकवे से पीड़ित हूँ, परन्तु जब रेल बजट आता है, मैं रोज आता हूँ और इस बात को कहने के लिये आता हूँ कि यदि गण्डक का पुल बन गया तो एक तरफ बिहार और उत्तर प्रदेश के सम्बन्ध में और अधिक घनिष्ट होंगे, दूसरी तरफ करोड़ों आदमों संकट से छूट जायेंगे।

हिन्दी के सम्बन्ध में भी मैं कुछ कहना चाहूँगा। मैं हिन्दी भाषी हूँ, थोड़ी थोड़ी अंग्रेजी भी जानता हूँ, लेकिन मैं समझता हूँ कि हिन्दी के प्रति अच्छा व्यवहार नहीं हो

रहा है। मैं ललित-नारायण जो से कहूँगा कि वे हिन्दी प्रेमी हैं, वे इतरे मत और किसी प्रकार के भय को छोड़कर हिन्दी को बढ़ा-आगे बढ़ाने का यत्न करें।

SHRI K. S. CHAVDA (Patan): For the last four years every Railway Minister has regretted the increasing costs and proposed an increase in the fares and freight with the assurance that this will provide the surplus needed. But, every year, we find that this assurance is not implemented and the Railways end with a big deficit.

For the first time in 1966-67 the Railways showed a deficit of Rs. 18 crores. Since then the trend has been continuing with a small surplus in 1971-72 and 1972-73. The surplus in 1971-72 and in 1972-73 was also unreal. It was only a book entry if one reads the report of the Convention Committee. 1973-74 Budget has shown a new peak in this performance.

The Railway Minister has claimed that after the last Budget's increase in fares and freights, the Railways would show a surplus of Rs. 23.86 crores, but it has been now turned into a deficit of Rs. 99.75 crores. One may ask—what sort of Budget is this that the final figures overshoot the estimates by such a big margin? Have the Railways learnt a lesson from these? It seems to me that they have not. I think 1974-75 Budget is again an attempt to hide the realities from the public. It is also a budget, an attempt to put a curtain on the inefficiency of the Railways.

The gross traffic receipts have been estimated at 25 per cent above the level of the 1973-74 figures, that is, Rs. 200 crores more from the goods traffic and Rs. 50 crores more from the passenger traffic. It can easily be seen that these two assumptions are illusory and not realistic. It is most unlikely that the passenger traffic will rise by even one per cent, let alone the three per cent en-

visaged in the Budget. When it comes to the goods traffic, the Railway Minister is even more unrealistic. The expectation that the goods traffic will increase by 25 million tonnes is a gross over-estimate. The expectations are unlikely to be realised. The budgetary gap is going to be not Rs. 52 crores as in the budget, but Rs. 152 crores. But if the increase in goods traffic is not realised, which is most likely not to be realised, then, the budgetary gap will go to the extent of Rs. 300 crores in 1974-75. There is a constant cry all over the country that wagons are not available for different kinds of goods. The Railways continue to say that the goods offered are not adequate to the capacities created by the Railways. Take for example Coal. Railways say that the coal offered is not enough whereas the Mines Minister says that the Railways are unable to handle the coal. Whoever is to be blamed for coal shortage it is the public who have suffered and is suffering most.

The Minister's speech pointed out to lower offerings by mines. But the Mines Minister while replying to the Calling Attention notice on Steel Plants' difficulties mentioned the Railway's inability to supply coal. Therefore, Sir, an independent inquiry should be set up to determine who is exactly at fault. I have got two suggestions to improve the Railway finances. An all-out effort should be made to increase the goods traffic from 200 million tonnes to 240 million tonnes. And this is possible. It is obvious that the Fourth Five Year Plan has created some increase in the economic activity but the Railways have failed to take advantage of it. Road traffic has taken advantage of it. And that is why Railways will have to become commercial in an attempt to win back this traffic.

My second suggestion is that improvements in the administrative efficiency should be made so that losses on account of pilferage and ticketless travels will be reduced. Railways pay compensation to the extent of Rs. 15 crores on claims

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and the losses suffered due to ticketless travels is estimated at about Rs. 25 crores. The total loss amounts to Rs. 40 crores. If only the Railways save this it could make so much difference to the situation. These two suggestions of mine should be taken note of by the Railway Minister.

The Railway Minister has said in his speech that he has taken personal interest to ensure that representation of SC and ST in railway service is actually in accordance with the Government orders issued from time to time. This is not a fact because I personally wrote to the Minister and I have got so many complaints that orders are not implemented. I will cite one example which I have written on 6th November, 1973 to Shri Mishra Ji. This is regarding injustice done to Shri M. K. Jadav Teacher-in-charge, Railway School, Palanpur.

MR. DEPUTY-SPEAKER: Individual cases should not be brought before the House.

SHRI K. S. CHAVDA: It is injustice; I am citing an example; what wrong is there?

MR. DEPUTY-SPEAKER: Individual cases should not be brought before the House. Otherwise there will be no end to this. There is a procedure for this.

SHRI K. S. CHAVDA: On this point the reply given by the DPO Ajmer is the same given by Mr. Gupta, the General Manager of Western Railway and the same reply is given by Mr. Mishra ji, the Railway Minister. Nothing has been done, but the poor fellow has requested the railways for his transfer to Bhavnagar....

MR. DEPUTY-SPEAKER: Let the hon. Member resume his seat for a minute. I am pointing out the practice or the procedure of this House. It may be that as an example he may mention it, but this House cannot be used for advancing any individual case for running down any individual, especially one who is a Gov-

ernment servant. Let us avoid that. Otherwise, there will be no end to it.

SHRI K. S. CHAVDA: All right. But so far as....

SHRI L. N. MISHRA: The hon. Member may send that paper to me.

SHRI K. S. CHAVDA: The orders are put on papers and that creates an impression amongst the non-Scheduled Caste and non-Scheduled Tribe people that all benefits are given to these people. But they are not implemented. What is to be done in such a case?

MR. DEPUTY-SPEAKER: The hon. Minister has offered just now, if I have heard him aright, that the hon. Member may send that case and the relevant papers to him and he will look into it. So, that should be enough.

SHRI K. S. CHAVDA: I have written so many times. Anyhow, I shall do so once again.

MR. DEPUTY-SPEAKER: He has said so in the House. So, that has some added weight.

SHRI K. S. CHAVDA: The Railway Minister has complained about deterioration in staff discipline. But who is responsible for this? It is the Railway Ministry which is responsible for this. If the genuine grievances of the railway employees are not redressed, even though it does not involve the expenditure of even a paise, what should the employees do? Let me cite one concrete example. The president of the All India Railway Telegraph Staff Council, who is a Member of Parliament and this House has written to all the Members of Parliament regarding the grievances of the All India Railway Telegraph staff. I shall read out just one sentence to point out what their demand is.

"We are asking for the change of designation of the railway signallers to Railway telegraphist, based on the nature of service rendered by this category."

Signallers are those who lower the signals on the railways, but these people are not signallers who lower the signal but these are the people who are sending messages by telegrams and they want a change in their designation only, but that is not being accepted. Now, they are staging a *dharna* near the Rail Bhavan. My point is that even the genuine grievances are not being redressed even though Government have to spend nothing. In these circumstances, what are these railway employees to do?

Let me give you one more instance. I have received a representation from the TT's of Rajkot division regarding unequal distribution of posts of ticket checking staff. The Rajkot division is a bigger division as compared to Ajmer which is a small division. But all the sleeper coaches are manned by the Ajmer division staff. The railways do not have to spend anything to accept the demand of these people, and yet it is not being accepted. They are also on the way to stage a *dharna* or something like that.

Similarly, the Paschim Railway Adhyapak Parishad has sent a memorandum voicing their demand. Their demand is that the railway teachers have been enjoying the same grades as the Delhi School teachers for the last 20 years.

They have requested the Railway Minister that the railway school teachers must also be given the revised grades allowed for Delhi school teachers. This is also not acceded to.

Now I would like to say something regarding new lines in my constituency.

MR. DEPUTY-SPEAKER: Your time is up.

SHRI K. S. CHAVDA: I will only take a minute—I will not make a new point.

The Railway Minister has proposed 12 new railway lines as seen on p. 12 of his speech, regarding which survey has been conducted or is proposed to be conducted in 1974-75. He proposes to take up the construction of these new lines in the Fifth Plan period, but he does not pro-

pose to take up the construction of the Kakosi-Bhildi railway line for which a survey has been done in 1966 for which the railway administration has spent Rs. 1 lakh. Again I will bring to his notice that the line is strategically very very important. It will serve a backward area near the Pakistan border. If constructed, this line will also serve as a parallel line to the Ahmedabad-Delhi trunk route line and will reduce pressure on the trunk line. The Minister should not compel the people of that backward area to start an agitation for this.

I hope while replying to the debate he will reply favourably to all these points.

SHRI BHAGWAT JHA AZAD (Bhagalpur): Mr. Deputy-Speaker, Shri Goswami said yesterday—and there has been a reverberation of that today also—that it seems that the railways belong only to the trade unions in this country. They have got the monopoly. They exchange very nice epithets. From this side, they say there are scorpions and snakes on the other side and from the other side they say there are rats and cats on this side.

MR. DEPUTY-SPEAKER: Between scorpions and snakes, where does the Chair stand?

SHRI BHAGWAT JHA AZAD: There was a judge like you presiding in a court. One of the lawyers said: 'My Lord, here are the hon. members of the opposite side who are practising nothing but falsehood and untruth'. Then the other lawyer said: 'here is the hon. member who is the incarnation of untruth and falsehood himself'. And the judge like you said: 'After this mutual introduction, let us proceed with the case'.

After this mutual introduction, I want to say that the railways belong to the people and we are the people who pay for them. We have always stood by the right demands of labour in this country. I for one support the recommendations of the Gajendragadkar Commission, which was a very powerful commission, which said: one industry one union. I have always supported that. I say in railways we must have only one union and not

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.747 unions which will every day paralyse the functioning of the railways. I support that. Possibly the Minister may not like it or the Government may feel embarrassed, but if at all the employees want it, I will go to the extent of saying: let there be a secret ballot. If we can have secret ballot in elections to U.P., to Parliament, to the Assemblies, what is wrong in adopting that practice in the unions? Why not?

SHRI L. N. MISHRA: I support you.

SHRI BHAGWAT JHA AZAD: I am happy to hear that. I know that most of the State Governments and INTUC have opposed secret ballot. Only HMS, the AITUC and two State Governments then—Kerala and West Bengal—supported it; I do not know which Government will support it now. I for one will say: let that be done.

I want to know who is breaking or interfering with the functioning of railways in this country. I support the Minister when he says that one of the important reasons for the dismal failure and malfunctioning of the Railways last year was the indiscipline among the railway staff. I have supported the demand of the TTEs for a running allowance. I always supported them. Up till now they have not agreed. I support their demand for a uniform uniform, not different types of uniforms. I support the railway school teachers' demand for a pay scale according to the Delhi school teachers' grades of pay or the scales prevalent in the Central Schools, because that is the rule. At the same time, I want to know whether we should go on supporting their demand for increased allowance and so on but we should also not expect them to discharge their duty to the country.

Look at the punctuality of trains. You are not sure when you will reach your destination. All trains are running absolutely late—two hours, four hours and sometimes more. I once travelled by the Assam Mail. It was due at 10.30 P.M., but it arrived at 10.30 the next morning at Patna station.

Who are running these trains? The loco staff. They say we run the trains.

I ask for whom do you run the trains? Who are paying for you? The loco staff just arrive at any station and say: 'My duty is over; 10 hours. You take over'.

I must say that the Railway Minister made a *bona fide* mistake in talking to them in May last year. He was the first to talk to them; under the Government of India rules, no unrecognised union could be talked to. Even without a strike ballot, even without a notice of 15 to 21 days, they struck work. Did the loco staff, in May last, under the leadership of my comrades,—though it was an unrecognised union—have a strike ballot and did they give notice of a strike? But, Mr. Minister, you talked to them and that was the initial mistake. After that they pursued you in August, they pursued you in September and they pursued you in December. Not a day, not a month, passed from May to December, without trouble. Even now, the union of a certain category is threatening to strike; the guards are threatening to strike from 10th March.

I am happy that the Minister has announced: no work, no pay. For those who work, give them four months' full pay plus one advance increment. You must take full duty from them. They pay the duty pay plus one advance increment. But unfortunately, there is late-running. I think for setting this right it does not require finance. It requires personal vigilance and skill. The Railway Board should be told that they have to run the train. "Either you run the train or you go." You make a condition for yourself that "I have to run the trains or I have to go." The Minister can do that. This late-running of trains costs the nation a great deal. How many man-hours are lost; how many hours are just killed; and how many people are made to suffer and how much revenue to the railway is lost? By the late-running of trains, 4,50,000 man-days have been lost between last April and December alone. This is more than twice the figure in the last two pre-

ceding years. Only between these nine months, such a great loss of man-days has occurred. Never before was the railway finance so deteriorating as in this year. The Minister himself has said—I quote—"This year, 1973-74, has been the worst year for the railways, for many, many years." Why is this so?

There is the question of indiscipline. As I have said, after all, you have to give the leadership. Either you discipline them and get their co-operation, or if you can not do that, well, something else has to be done.

I find in the budget the following important things. Firstly, I find a deteriorating, disconcerting fall in efficiency. Secondly, I find no sign of effective action to tighten the system and to stem the rot; thirdly, I find there is a failure to discipline the workers, to discipline the labour and win their co-operation. Fourthly, I find there is no plan to coordinate the road, river and rail transport for the maximum utilisation of the country's infra-structure. This was so last year as well. Fifthly, I find the usual understatement to the working expenses and an exaggeration of earning potentiality. Sixthly, I find a lopsided development of the backward areas in terms of new lines and the laying of tracks. Seventhly, I find a hike in fares and freight, as if it is a panacea for all the ills that the railways are suffering from.

I will take the last point first—about the underdeveloped areas and the need for more railway lines. I support the Minister in one respect. Up till now we were being told that you cannot have railways because you cannot earn on those lines. But time and experience have shown that in the backward areas which have been opened to the railways and which have been opened by the railways, they have offered enough traffic. After I support the Minister when they said this, I ask what are the criteria for the laying of new lines. How do you do that?

Mr. Minister, you have forgotten your first love. Your first love was Bhagal-

pur from where you and I, both, graduated.

SHRI L. N. MISHRA: I have never forgotten it.

SHRI BHAGWAT JHA AZAD: I know you have now many loves in this country, right from Bombay to Kanya Kumari *Antareepa*. But do not forget Bhagalpur.

MR. DEPUTY-SPEAKER: I am sure you do not accuse him of promiscuity!

SHRI BHAGWAT JHA AZAD: Whatever interpretation can be made on that, I say only that much. I would, at the same time, say that I thank him for the Gauhati Mail. But after what a bitter and long fight?

Why do you disfranchise from the railway point of view the people living in that part of the country. There is this track from Delhi to Bongaigaon. This train unlike the trains on Bombay-Calcutta or Calcutta-Delhi line, has got a rotten engine which is detained every alternate day between Kanpur and some other station where you have nothing but ganna sold for thirty paise or so. Why not have a diesel engine for this? The whole line from Delhi upto to Bongaigaon is double track, minus Kiul-Barharva. You have promised to join Meghalaya, you have promised to join Mizoram and Gauhati. How can you do all that? Do not give us lollypops. Unless there is double track between Kiul and Barharva how can you do it? Dead lines are lying idle in Mokamo which you should get for the Kiul-Barharva line. Why do you forget the late Lal Bahadur Shastri's promise, which was given when he was the Railway Minister, about the Peerpainti-Godda-Dumka line. You have announced the Deogarh-Dumka-Ramourhat for survey. It is a very vital link. I mean Peerpainti to Hasdia. Extend it simultaneously and join it to Dumka.

When I write to the Railway Board about a crossing which is vital for an important link on road, nobody hears

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me. When we talk of big things, money is not there. When we talk of small things, it is not possible. What is then possible? It is only a Ministry for Negatives? You should keep all the possibilities in mind.

About traffic, I may say that when the Fourth Plan began, it started with a big promise—265 million tonnes. Subsequently it was reduced to 240 million tonnes and last year it was further reduced to 192 million tonnes. What a fall, my countrymen! From 265 million to 192 million. This is the lowest year for traffic since 1963-64. Everything is first; in the lowest traffic that year is the first. Why is it that your department cannot forecast properly? I know it is not possible to be very precise in forecasts in a big country like ours. But why should the difference be more than 20 per cent? When your expenses should be increasing, you say: almost static. Your earnings are falling. I have no time to quote my last year's speech. I made this point last year also.

SHRI L. N. MISHRA: Better not quote that.

SHRI BHAGWAT JHA AZAD: I would oblige the Minister by not quoting. This traffic fall in the Railways shows a very bad disease. They cannot forecast. They are knaves, or fools or wisemen; wise in not telling the public of the real situation. The Railways are going in the red every year. They say that next year the traffic figures are 25 million tonnes. Last year they said that it would be 10 million tonnes. I said: according to your performance you could not do it. This year also I say that they cannot do 25 million tonnes. I have been supported by facts and circumstances which the Minister himself has stated. Why is it not possible? It is not possible because of the wagon problem. Do not hide it from us that thirty per cent of your wagons are in hospitals and another 10-15 per cent are lying idle on their way to the hospital for want of berth in the hospital.... (Interruptions). I would say that the indebtedness of the railways have increased. Their borrowings from

the general revenue have increased from Rs. 11 crores to 208 crores. They go on taking more loans because they believe in

‘यत्नतः जीवितं सुखं जीवितं मृत्युं कृतं
मृतं पितृते’ ।

That is what they want and they are always getting it. You have to find out that while your indebtedness increases, how is it that your traffic falls and your operational efficiency goes down. That should be stopped.

16 hrs.

Take the case of the traffic of coal. I hope the Minister will not take this criticism in a wrong light. We have been repeatedly saying in this House that there is shortage of coal in various parts of the country. The Railway Minister says that there is not enough coal to be carried and that is why there is a fall in the coal which they carried to the extent of 10 million tonnes, as compared to the earlier year. But the Minister of Steel and Mines says that the production of coal is 80 million tonnes while what the railways have carried is only 61 million tonnes. Shri Tiwary was very correct when he asked that when you cannot carry coal from your own trains, how can you carry coal for others.

SHRI L. N. MISHRA: I will tell you the truth.

SHRI BHAGWAT JHA AZAD: I want to know why it is so. Why is it that under your stewardship the railways could not carry coal for their own consumption?

Here we must remember that there is a shift in the energy policy of the Government. We are switching over from diesel to coal. In that context, if they cannot carry coal for their own consumption, how can they carry coal to Ahmedabad or Bombay. I can say on the authority of the Government of India that there is no coal in Delhi today. Now there are two progressive Ministers, you and Shri Malaviya. Why do you not settle it between yourselves and tell us, for God's sake, which one is guilty or whether no one is guilty?

Mr. DEPUTY-SPEAKER: The consumers are guilty!

SHRI BHAGWAT JHA AZAD: Sir, you are right. Why should they consume coal? Why should they not eat raw wheat?

The railways say that they are incurring a loss in carrying coal to the extent of Rs. 36 crores. So, the Minister has hiked the freight by Rs. 37 crores. I think he should not have gone with a vengeance on this traffic because coal is used in every house in this country. I know that a major portion of the coal is used by the factories and the public sector undertakings. But do not forget that a small portion of the coal is used by the people in their homes. Even though they consume less coal, they are your best supporters and your voters too. So, the increase in freight for coal should be the least. This increase in the freight of coal has a multiplying effect on prices. The Minister said that its effect on prices may be five to six per cent. I say it is wrong; it will be much more. It will push the cost of many other items. And the unrealistic assessment of the expenditure and revenue will always give a bigger gap in the deficit of the Finance Ministry. Thereby, the money supply will be more in the country. So, this action of the Minister is not only not anti-inflationary but it is inflationary. It will increase the money supply in the country. By understating the operational costs and understating the revenue, you are putting a wrong picture before the country.

Instead of having a hike in freights, why not tone up the administration? You travel by any train, Toofan Mail, Assam Mail or Gaubati Mail, from Delhi to Agra, you will see how much loot takes place in the train. The people are allowed to get into the First Class. They need not purchase the ticket. They give half the fare and get down. He can hide himself with some mask and see any train at night, how in the First Class 15, 17, 20 persons are allowed in the corridors without ticket.

Can't he stop that leakage? Let him stop this graft, stop this theft and pilferage.

I am sorry, I cannot agree with him about the R.P.F. which should be really called as the Railway Pilferage Force. This is the real term for it. I would like to know the facts and figures....

MR. DEPUTY-SPEAKER: Shri Hanumanthaiya could not more agree with him.

SHRI BHAGWAT JHA AZAD: When this pilferage force was introduced in the Railway, the pilferage or the loss was Rs. 2—3 crores. That was brought in at the cost of Rs. 2 crores. Now, both are increasing, the pilferage force costing Rs. 12 crores to the Government and the theft and damage also costing Rs. 10—12 crores. Both are vying with each other. This is the situation.

I say, you abolish this. Instead of going to the Home Ministry asking for an I.G. for the R.P.F. on the lines of I.P.S. I. P. from the Central Police Force, which has been rightly turned down by the Home Ministry—I know this has been done—why should you not abolish it? Why should have it at all? Last year also, I gave facts and figures. I will not quote them again. But my statement has been corroborated by events that the cost of this pilferage force, the R.P.F., is increasing and so also the thefts and damages are increasing in the railways. What is the relationship between the two? Therefore, I would say that this should be looked into. That is how he can get revenue instead of resorting to freights and fare hike.

A word about the operational efficiency of the railways. The hon. Minister has himself said everything and I must thank him for the candid statement that he has made. For example, since 1963-64, for operational results, 1973-74 is the first and the worst year in recent history. This is the first and the worst year. In the last two decades, the freights have gone up by 82 per cent; the fares have gone up by 74 per cent. But the cost of stores has gone up by 250 per cent. So also the

[Shri Bhawat Jha Azad]

per capita labour cost has gone up by 194 per cent. Now, these two things, the cost of stores and the *per capita* labour cost, are within the management and control of the Government, under the control of the Railway Board. Why should not this be controlled? The freights have gone up by 82 per cent; the fares have gone up by 74 per cent. But the cost of stores has gone up by 250 per cent and the *per capita* labour cost has gone up by 194 per cent. Don't you feel that it is very simple to find out where you can have the control?

The hike may be justified—not on Third Class; I will never support it—on First Class and on Air-Conditioned Class. Have all this. But why have at all First Class and Air-Conditioned Class? Have only three Classes in this country: Loot Class, Late Class and Trust Class. By Loot Class, I mean, let the Railway Protection Force allow people to go W.T., without ticket, and *sahibs* to go without ticket, and collect money from them and distribute it among themselves. By Late Class, I mean let the people who will sit there not know when the train will start. By Trust Class, I mean, let us pay an extra between 10 to 15 or 20 per cent which should be made into a Trust and that Trust should be used for the welfare of the Railway Board and the high-ups so that they can look after our welfare.

In conclusion, I say, what I feel I have always said on the Railway Budget, whenever I got a chance minus three or four years when I was out of speaking. I have always said that these vitally important things are lacking in the Railways. They always went on putting their operational costs low, their traffic low enough, always seeing that they have the fare as their last alternative. That is the only panacea for all these. I would say that it is not correct. It requires a visionary leadership, with less of extra-curricular activities and more of insight and hard-working. Why Sir? To ensure the functional efficiency and the financial viability, to streamline the system, not in isolation but in terms of rail-road and inland water-way co-ordination.

The most important and the last point that I want to make is that the investment in this biggest undertaking of India is going down. Why? Because they are scared of their rate finance and, therefore, the usual investment in Railways is going down, with the result that in the coming Fifth Five Year Plan, whatever they will demand, the traffic to be loaded and carried by the Railways would not materialise. I give a warning that the Railways, by their investment also slowing down and by the wrong traffic receipts they are giving this country the future years may be worse than 1973-74. Therefore, I hope the Minister will take all these points in the perspective in which I have made them and the support that I have given, and not in any other light.

16.12 hrs.

[SHRI DINESH CHANDRA GOSWAMI in the Chair.]

श्री रणबहादुर सिंह (सिद्धी) : महाराष्ट्र मन्त्रीय, आजाद माह्व की स्पीच के बाद रेलवे प्रशासन के सुधार का जहाँ तक प्रश्न है उस सम्बन्ध में अधिक कहना मुझे आवश्यक नहीं दीखता । परन्तु इस बापक प्रश्न के साथ कुछ क्षेत्रीय प्रश्न इस सभा के सामने रखना इसलिये आवश्यक हो जाता है कि यदि वे इस सम्बन्ध में नहीं रखे जाते तो उन पर कतई विचार नहीं होता । इसी लक्ष्य से मैं चार पांच प्रश्न रेल मंत्री जी के समक्ष रखना चाहता हूँ इस आशा से कि वह हमें इन पर मार्ग-दर्शन देगे ।

पहला प्रश्न तो यह है कि वह कौन सी नीति है जिस नीति के आधार पर जो रेलवे लाइनें बहुत ही अधिक धन व्यय करने के बाद तैयार की जाती हैं उन पर ट्रेनें नहीं चलती ? विशेष रूप से एक ऐसी लाइन हमारे ही सामने है जिसे न्यू कटनी मोरवा लाइन कहा जाता है, जिसके बारे में बताया जाता है कि उसका निर्माण करं ब 4 करोड़ रुपये से हुआ था और दो वर्ष पूर्व जिसका निर्माण पूर्ण हो चुका था, उस रेलवे लाइन पर आज भी

कोई व्यवस्थित रेल सेवा नहीं चलती । मैं जानना चाहता हूँ कि ऐसी परिस्थिति में रेलवे को घाटा न हो तो और क्या हो सकता है ?

यह भी एक विचारणीय प्रश्न है कि जब एक रेलवे लाइन बनती है तो उसके बनने के समय वह कौन सा तंत्र है जो इस विषय पर विचार करता है कि सामान्य जनता के लिये उस रेलवे लाइन से कौन सी अनुविधा पैदा हो जाती है और उस अनुविधा को दूर करने के लिये कौन सा तरीका हो सकता है ? यह नई लाइन जब धनी तो इसमें लेवल क्रॉसिंग जितने भी बनाये गये उनमें क्षेत्रीय लोगों के लगातार कहने के बाद भी कुछ ऐसे क्षेत्र बाकी रह गये, कुछ ऐसे प्रश्न बाकी रह गये, जिनका निराकरण आज तक नहीं हुआ । इसी तरह गोंदवाली गांव के पाम नेबेल क्रॉसिंग के बारे में जब इस रेलवे लाइन का निर्माण प्रारम्भ हुआ तब से क्षेत्रीय लोगों के कहने के बावजूद भी कोई विचार आज तक नहीं हुआ । मैं पूछना चाहूँगा कि इस विचार के लिये कौन सा तरीका अपनाया जाय ?

इस रेलवे लाइन पर कई एक स्थानों पर यह निश्चय किया गया है कि यहाँ पर रेलवे स्टेशन होंगे । इस निश्चय के अनुसार वहाँ पर पर्याप्त मकान बनाये गये हैं, रेलवे स्टेशन बना पड़ा है, टिकटघर है, परन्तु इन दस वर्षों के बाद भी वहाँ पर कोई ट्रेन नहीं आती तो न किट बिकता है, न उन मकानों में कोई रहता है । यह कैसा परिस्थिति है कि जब घाटे के बजट में इन परेशानी में हैं कि इनमें ग्रामदनी कैसे बढ़ायी जाये तो इसके ऊपर विचार क्यों नहीं होता ?

बरिगमा जो सीधी जिले में रेल और रोड दोनों का संगम है वहाँ से गारे जिले का सामान ढोया जा सकता है । वहाँ पर आज भी रेलवे बुकिंग की कैंसिन्ट्री नहीं मिल रही

है । मैं जानना चाहूँगा कि किस प्रकार से यह सुविधा क्षेत्रीय लोगों को मिलेगी ?

सीधी जिला अभी हाल के ही प्रांकड़ों के अनुसार मध्य प्रदेश का सब से पिछड़ा हुआ जिला है । इसको वहाँ पर दरिद्र नारायण का सिरखाज कहा जाता है । इस जिले में बड़ी मुश्किलसे और बड़े प्रयासों से ६० ई० सी० के माध्यम से कुछ विद्युत् की लाइनों के निर्माण का काम लिया गया । चूंकि वहाँ पर सड़कों की सुविधा नहीं है, अतः यह निर्माण का काम केवल रेलवे के द्वारा ही खर्चे इत्यादि ले जाने पर सम्भव है । मैं साल भर से लगातार प्रयास कर रहा था कि रेल मंत्री जी कृपा करके इस पर ध्यान देंगे और मैं तो यह कहूँगा कि उन्होंने मेरे निवेदन पर विचार किया । उन्होंने एक पत्र भी लिखा जिस पत्र में स्पष्ट आदेश थे कि ६० ई० सी० के काम के लिये इस रेलवे लाइन पर बुकिंग की सुविधा दी जायेगी । परन्तु खेद यह है कि मंत्री जी के पत्र लिखने के बाद भी आज की परिस्थिति यह है कि आज भी वह काम ठीला है इसलिये कि वहाँ पर पर्याप्त मात्रा में विद्युत् का सामान नहीं पहुँचता । मैं जानना चाहूँगा कि यह कैसा परिस्थिति है कि जब रेल मंत्री के स्पष्ट आदेश हो जायें उस समय भी वह कार्य न हो ?

आज हमारे राष्ट्र के सामने ऊर्जा संकट है और इस संकट के निवारण के लिये यह स्पष्ट नीति सामने आ गयी है कि हमें तेल की जगह कोयले का प्रयोग करना पड़ेगा । इसी संदर्भ में यह भी निश्चय सा होता चला जा रहा है कि सिंगरौली क्षेत्र में कोयला जो जमीन की सतह से केवल 20 फुट पर ही उपलब्ध है वहाँ से अधिक मात्रा में और जल्दी उपलब्ध हो सकता है । वह कोयले का क्षेत्र विकसित है और इस विकसित क्षेत्र के दोहन के लिये वहाँ पर रेलवे साइडिंग के निर्माण की बात चल रही जहाँ तक मेरी जानकारी है यह साइडिंग

[श्री रजबहादुर सिंह]

अभी केवल दो ही किलोमीटर की बनने वाली है। अगर सम्पूर्ण कोयले के उस भंडार का सुव्यवस्थित और त्वरित दोहन करने की नीति उपयोगी हो और उसे जल्दी कार्य रूप में परिणित करना हो तो मेरा निवेदन होगा कि यह जो साइडिंग लाइन बनाने जा रहे हैं इसका विस्तार ज्यालाजिकल सर्वे आफ इंडिया से विचार करके वहां तक किया जाय जहां तक कोयले का भंडार उपलब्ध है।

श्री अम्बेश (फिरोजाबाद) : चेयरमैन महोदय, मैं सबसे पहले रेल मंत्री जी को इस बात की के लिये धन्यवाद देना चाहता हूँ कि आज से कुछ महीने पूर्व उन्होंने शेड्यूल कास्ट्स और शेड्यूल ट्राइब्स के लिये रिजर्वेशन-सेल का निर्माण किया। लेकिन इसके साथ ही मैं उनको यह बतलाना चाहता हूँ, यह इन्होंने या बहुत अच्छी बात की है, लेकिन वे जरा गौर से देखें, अगर वह ऊपर से चले तो रेलवे में नौ जनरल मैनेजर हैं, लेकिन शेड्यूल कास्ट्स तथा शेड्यूल ट्राइब्स का शायद एक भी आदमी नहीं है। इसके बाद एच० ओ० डी०, जिनकी संख्या 135 है, उनमें एक भी शेड्यूल कास्ट और शेड्यूल ट्राइब्स का आदमी नहीं है। इनके बाद डिप्टी एच० ओ० डी० को लोजिये, उनकी संख्या 300 के लगभग है, इनमें शायद एक आदमी है। ऊपर से नीचे तक चार श्रेणियां हैं, जिसमें कम से कम एक हजार आफिसर्स हैं, लेकिन उनमें एक भी आदमी शेड्यूल कास्ट्स और शेड्यूल ट्राइब्स का आदमी नहीं है। मैं यह बात इसलिये कह रहा हूँ कि इन की-पोस्टों के लिये जहां तक प्रमोशन का सम्बन्ध है, सरकार ने डिपार्टमेंटल प्रमोशन को स्वीकार किया है, फिर क्या बजह है कि आज तक इन जगहों के लिये हमारे आदमियों को प्रमोट नहीं किया जा सका। जब तक इन की-पोस्टों पर हमारे आदमियों का प्रमोशन नहीं होगा, आप विश्वास रखिये नीचे के आदमियों का हैरिसमेंट ला-

मुहाइजा होना ही है, क्योंकि उनके अन्दर कास्ट-रिडन की भावना हजारों वर्षों से चली आ रही है। जब करेक्टर-रोल के अन्दर एन्ट्री होती है, मैं सबके लिये नहीं कह रहा हूँ, लेकिन अग्र-कांशस माइण्ड से भी जातिगत भावना रहती है, जो हिन्दुस्तान की उपज है। इसलिये मैं कहना चाहता हूँ कि अगर आप रिजर्वेशन-सेल का सुपुयोग चाहते हैं तो आपको सोचना पड़ेगा कि इन की-पोस्टों पर भी आप इन जातियों को स्थान दें।

इसी तरह से सुपरसेशन के मामले में, खास तौर से टी०जी०टी० और पी० जी० टी० के मामले में, आप ने इस बात को स्वीकार किया था कि प्रमोशन कर के जगह भरी जाय, लेकिन सभापति महोदय, मैं आप के 174 मंत्री जी को बतलाना चाहता हूँ कि जगहें कहां से भरी जायेगी। जब नीचे कोई है ही नहीं, तो प्रमोशन में कहां से आ जायेंगे। इस लिये आप को सोचना होगा—टी० जी०टी० और पी० जी० टी० में प्रमोशन से वे स्थान नहीं भरे जाते हैं तो आप डायरेक्ट रिक्रूटमेंट कीजिये या नीचे इतना बढ़ाइये कि उन को ऊपर धाने की गुंजाइश हो सके, बरना प्रमोशन की बात कहना बिलकुल बेकार हो जायगी। यदि यह भी सम्भव न हो तो डेपूटेशन पर लीजिये, कोई न कोई रास्ता आप को अख्तियार करना पड़ेगा—चाहे डायरेक्ट रिक्रूटमेंट से लायें या डेपूटेशन से लायें।

आप के यहां शायद पांच रेलवे कमीशन हैं—इन में से शायद एक के चेयरमैन शेड्यूल कास्ट तथा शेड्यूल ट्राइब्स के हैं। मैम्बरस की गिनती इस समय मेरे पास नहीं है। लेकिन मैं यह निवेदन करना चाहता हूँ यदि आप वास्तव में रिजर्वेशन चाहते हैं तो इन की-पोस्टों पर आप को निगरानी करनी पड़ेगी, ताकि शेड्यूल कास्ट्स और शेड्यूल ट्राइब्स के लोग ही प्रमोट हो कर पहुंचें, जिससे कि इन जातियों के लोगों को कुछ फायदा हो सके।

मंत्री महोदय ने चार रिपोर्टें हम लोगों के सामने रखी हैं—एक आप का भाषण और तीन रिपोर्टें। यदि आप इन को पढ़ेंगे तो आप को मालूम होगा कि इन के अन्दर कितना विरोधाभास है—यह बड़े आश्चर्य की बात है। आज मंहगाई के जमाने में, जब कि कागज के दाम बहुत ज्यादा हैं; व्यर्थ की खर्च जाती है आप चार की जगह एक रिपोर्टें पेश करें तो इससे बहुत बचत हो सकती है और विरोधाभास से भी बच सकते हैं। इन के आंकड़ों में इनना अन्तर है कि कुछ समझ में नहीं आता बल्कि उन को देख कर हंसी आती है। उदाहरण के लिये—आप अपने भाषण के पृष्ठ 34 को देखिये, उस में लायबिलिटीज के लिये 252 करोड़ रुपया लिखा है, जब कि एक्सप्लेनेटरी मेम. रेण्डम में वही फिगर 290 करोड़ लिखी है— समझ में नहीं आता इन दोनों में इतना विरोधाभास क्यों है। एक दूसरा उदाहरण लीजिये—“ए रिब्यू आफ दि परफोर्मेंस आफ दि इण्डियन रेलवेज” के पेज 45 पर कैपिटल इन्वेस्टमेंट 3727 करोड़ दिखलाया गया है, जब कि इस के विपरीत “सेन्दल फैंक्ट्स एण्ड मेजर प्राबलम्स” के अन्दर यह रकम 3725 करोड़ दिखलाई गई है। यह मज़ाक कैसे लिया जा रहा है—रेलवे के इन पुस्तकों में करोड़ों रुपये का अन्तर क्यों है? इस से यह पता नहीं चल पाता कि रेलवे की वास्तविक पूंजी क्या है। इसलिये मैं चाहूंगा कि इन्फ्लिकेशन न हो तो ज्यादा अच्छा होगा।

चेयरमैन, महोदय, कोयले के अभाव के कारण एक नहीं सैकड़ों की ताशद में रेल बन्द कर दी गई है। बताया यह गया है कि इस से साठे भाई करोड़ रुपये का घाटा हो रहा है, रेलें बन्द हैं, फिर भी कोयले की कमी है—इस का मतलब यह है कि पिछले सालों के मुताबिके इस साल हम इतना कम कोयला ले पा रहे हैं कि रेलवेज बन्द होने के बाद भी, घाटा देने के बाद भी, रेलों के कैंन्विलेशन के बाद भी इतना घाटा हो रहा है और जैसा मेरे साथी आज़ाद साहब ने कहा—आज सब जगह सुनने

में आता है कि फल फैक्टरी बन्द है; आज फलां बिजली बन्द है, दिल्ली में एक दिन का कोयला है, आगरा में एक दिन का कोयला है—आखिर यह कोयले की शार्टेज क्यों है? या तो कालियरीज में कोयला कम पैदा होता है या कोयले को हम उठा नहीं पाते हैं या यह कोयला चोरी तो नहीं हो रहा है, जिस की बजह से शार्टेज है—रेलवे के लिये यह बड़ी गम्भीर बात है कि कोयले की कमी आखिर कब तक रहेगी।

एक बात मैं यह कहना चाहता हूँ—यदि किसी जिले में आज बत्ता हो जाय, कोई घटना हो जाय तो हम कहते हैं कि उस जिले के कमीन्टर का या क्लैक्टर का या ए०० ए०० पी० का वहां से तबादला कर दिया जाय—लेकिन आप के यहां हम क्या करें। रोज कोयले की कमी के समाचार आ रहे हैं, आप क्यों चुप हैं, आप ने अपने अधिकारियों को क्या नहीं कहा कि यदि आप इस काम को पूरा नहीं करेंगे अगर आप ट्रेनों को चलाने में असमर्थ है तो आप का तबादला कर दिया जायगा, आप को डिमोट कर दिया जायगा। आप वहां पर दूसरे आदमियों को भेजिये। ठुपा कर कोई रास्ता सोचिये जिस से यह अभाव खत्म हो सके, यह रोज राज की परेशानी दूर हो सके।

आप हर साल अपने बजट में प्रोल्ड क्लेम्ब के लिये रुपया रखते हैं और इस साल भी आप के एक्सप्लेनेटरी मेमोरेण्डम के पेज 5 पर यह देखने को मिला कि आप ने प्रोल्ड क्लेम्ब के लिये रुपया रखा है। ये प्रोल्ड क्लेम्ब क्या है? जब हर साल क्लेम्ब दिये जाते हैं तो प्रोल्ड क्लेम्ब के लिये रुपया रखने के क्या मायने हैं। प्रोल्ड क्लेम्ब का अर्थ यह समझ में आता है कि आप ने कनेम मन्जूर तो कर लिया, लेकिन दिया नहीं—क्यों नहीं दिया? जब आप के विभाग ने क्लेम्ब को मान लिया तो क्या बजह है कि 3 साल में नहीं दिया गया। हर साल

[श्री. ध्रुवेंद्र]

ग्रोल्ड क्लेम्ब के नाम पर रुपया देते चले आ रहे हैं।

एक बात और है। माननीय मंत्री जी ने एक बड़ी सुन्दर बात कही थी बेकार स्टूडेन्ट्स को, पढ़े-लिखे स्टूडेन्ट्स की को-ऑपरेटिव को, जिनके पास कोई काम नहीं है, हम रेलवे कैंटीरिंग और बुक स्टाल्स का काम देंगे परन्तु मैं मंत्री जी को बताना चाहता हूँ कि पिछले सालों में शायद एक जंगल भी कैंटीरिंग और बुक स्टाल का काम किसी विद्यार्थी को नहीं मिला है। इसका कारण क्या है? मंत्री जी ने अपनी स्पीच में बड़ी दुहाई देते हुए कहा था कि हम उनको यह काम देना चाहते हैं फिर कारण क्या है कि उनको काम नहीं मिला? कहीं इसका कारण केवल बहकावा तो नहीं था कि ग्रोल्ड बुक स्टाल्स और कैंटीरिंग वालों को धमकाया जाये तथा रेन्युअल करते समय उनके साथ सौदेबाजी हो सके? पिछले साल तो बड़े जोर के साथ यह बात कही गई थी परन्तु पिछले एक साल के अन्दर कहीं एक भी विद्यार्थी को या इस प्रकार की कोऑपरेटिव सोसायटी को बुक-स्टाल या कैंटीरिंग का काम नहीं दिया गया है।

शाहदरा-सहारनपुर रेलवे लाइन के लिए मंत्री जी ने वादा किया था परन्तु अब मुना गया है-मुना ही नहीं गया है सम्भवतः मंत्रीजी ने अपनी स्पीच में भी इस बात का उल्लेख किया है कि स्टेट गवर्नमेन्ट के साथ में कोई कॉन्ट्रिब्यूशन बनाया जायेगा। अब तक मैं यही समझता था और शायद आप भी जानते होंगे कि रेलवे जो है वह सेन्ट्रल गवर्नमेन्ट का मामला है फिर स्टेट्स के साथ में कौन सा कॉन्ट्रिब्यूशन बनाने की बात है? यदि कॉन्ट्रिब्यूशन ही बनाने की बात है तो वह कब बनेगा, कब क्या होगा कुछ भी मेरी समझ में नहीं आता है। जैसे मैं नहीं समझता सेन्ट्रल गवर्नमेन्ट के मामले में स्टेट को क्यों दे देंगे? अगर स्टेट की ही देंगे तो क्या यह सेन्टर का मामला न रहकर स्टेट का मामला हो जायेगा?

कलकत्ता ग्रैंडर्राउन्ड रेलवे के बारे में भी मैं एक बात कहना चाहता हूँ। इसका पिछले दस साल से सब हो रहा है। यदि मैं गलती नहीं करता तो शायद 10 करोड़ रुपया सब पर खर्च हो चुका है। पिछले दस सालों से हर साल ग्रैंडर्राउन्ड रेलवे की बात कही जाती है परन्तु शायद इन दस वर्षों में वहाँ पर एक भी साइन नहीं खिंची है, एक मीटर या दो मीटर भी ग्रैंडर्राउन्ड रेलवे लाइन नहीं खिंची है।

सभापति महोदय, 1968-69 में 192 मिलियन टन कोयला उठाया गया था, 1973-74 में भी 192 मिलियन टन कोयला उठाया की बात है जबकि वर्ष 1969 में 208 मिलियन टन कोयला उठ चुका है। यदि आप इस बात को देखें तो मैं समझता हूँ अगर यही व्यवस्था रही कोयले की तो आप विश्वास करें अभी जहाँ कुछ पसेंजर और एक्सप्रेस ट्रेन्स ही कैसिल हुई हैं वहाँ आगे चलकर और भी ट्रेन्स का चलना मुश्किल हो जायेगा।

आगरा-लखनऊ के लिए बड़ी मुश्किल से मंत्री जी ने तीन साल के बाद एक ट्रेन अवध एक्सप्रेस दी है लेकिन उसकी हालत यह है कि 10 बजे आगरा से चलती है और सबेर साढ़े 7 या 8 बजे लखनऊ पहुँचती है। दिल्ली-आगरा के बीच में इतनी ट्रेनें हैं लेकिन आगरा दिल्ली के बीच में जो जो टी० ट्रेन है उस पर 8-10 टिकट मिलते हैं जबकि आगरा हर दृष्टि से बड़ा इम्पोर्टेंट शहर है। विदेशी और देश के यात्री हजारों की तादाद में रोज वहाँ जाते हैं। मैं चाहूँगा आगरा दिल्ली के बीच में जैसे ताज एक्सप्रेस चली है उसी तरह की एक कुतुब एक्सप्रेस चलाने की कृपा करें।

इसके साथ ही मैं इस प्रस्तुत रेल बजट का अनुमोदन करता हूँ।

MR. CHAIRMAN: I seek the permission of the House on this point if we dispose of the business, which is the next

item in the list of business, before 5.30 p.m. when the half-an-hour discussion has to start, shall we resume the debate on the railway budget? Shall we take up the Railway Budget again, if we have any time left? I take it that that is the opinion of the House. Then, we shall resume discussion on the Railway Budget after these items are over.

श्री हुक्म चन्द कछवाय : ठीक है, मैं भी इसको सपोर्ट करता हूँ ।

16.36 hrs.

BUSINESS ADVISORY COMMITTEE

THIRTY-EIGHT REPORT

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): Sir, I beg to present the Thirty-eighth Report of the Business Advisory Committee.

16.36½ hrs.

STATEMENT RE: REMOVAL OF RESTRICTIONS ON MOVEMENT OF COARSE GRAINS

THE MINISTER OF AGRICULTURE (SHRI F. A. AHMED): After careful consideration of the coarse grains procurement and availability position, Government decided towards the end of January, 1974, to advise all the State Governments:—

- (a) that all restrictions on the movement of coarse grains within their respective States should be removed; and
- (b) the ban on inter-State movement of coarse grains should be modified to make it possible for sponsored agents of the State Governments to purchase and move coarse grains from other States.

A further review of the situation has been made and Government have now decided that free movement of coarse grains

throughout the country should be allowed without any restrictions whatsoever, with immediate effect.

16.37 hrs.

STATUTORY RESOLUTION RE: EXPORT DUTY ON HIDES AND SKINS

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI K. R. GANESH): I beg to move the following Resolution:—

"In pursuance of sub-section (2) of section 4A of the Indian Tariff Act, 1934 (32 of 1934), this House approves the notification of the Government of India in the Ministry of Finance (Department of Revenue and Insurance) G.S.R. No. 6(E), dated the 1st January, 1974, increasing the export duty on hides, skins and leather, tanned and untanned all sorts, but not including snake skins and manufactures of leather, from 10 per cent *ad valorem* to 20 per cent *ad valorem*, from the date of the said notification."

Exports of raw hides and skins are banned. Finished leather is also totally exempt from export duty under a separate notification. The purpose of this notification, therefore, is to increase the export duty on semi-finished hides and skins. It has been Government's policy to change the pattern of leather export trade by discouraging the exports of semi-finished hides and skins and increasing the exports of finished leather and leather goods. This is desirable in the interest of increasing the export earnings and also for generating employment in leather industry in the country. In pursuance of this policy, a quota restriction has been imposed by the Ministry of Commerce on the exports of semi-finished hides and skins and in furtherance of the same objective the export duty on semi-finished hides and skins